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1. Malbork (Marienburg) /5402N-1903E/ is situated on the eastern bank and in the bend of the Nogat /5417N-1917E/ estuary of the Vistula River, about 40 km. SE of Gdansk. /The layout is shown in the attached memory sketch, Enclosure A./

2. It was a small, quiet, provincial town, well-known in the past as a seat of the medieval order of Teutonic Knights, whose large castle still stands and is the landmark of the town. The streets in the town were about six meters wide, had concrete sidewalks and three to four-story brick buildings. The main street was Kosciuszki Street, on which all cooperative shops were located. The town was heavily bombed during World War II and in 1953 about 40% of its buildings were in ruins. Some partly-damaged houses were rebuilt but no new buildings of importance have been constructed in the last years.

3. Aside from the Air Force and Army garrisons, there were a few thousand civilians who were resettled after 1945 from all parts of pre-World War II Poland, mostly from urban areas. The inhabitants of Malbork were government officials employed in county offices and all kinds of state-owned or controlled enterprises, cooperatives, etc. Most of those living in the suburbs owned adjacent land and were farmers. Some worked in the hemp and flax processing plant and in the sugar factory which was in operation during a few months in the Fall and Winter. Except for the shops of one or two artisans, such as a tailor, a shoemaker, and a hatmaker, there were no privately-owned enterprises. There were a few German families who had taken Polish

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citizenship.

4. There was only one hotel. It was on Kosciuszki Street at No. 43 or No. 48. It had a restaurant which was run by the Consumers' Cooperative (Spoldzielnia Spozywcow) under the name Gospoda Ludowa No. 1. Anyone who wanted to stay in the hotel had to register and show his identity card as well as his travel permit. I do not know of any other place in town where one could stay without the knowledge of the UB or militia, except in private homes with friends. Any stranger was easily spotted because everybody was known in the town.

5. On the bank of the Nogat was another restaurant also run by the Consumers' Cooperative and known as Pod Nogatem-Gospoda No. 1. It was the best restaurant in town and the only dancing place in the town. It was well-furnished and crowded on Saturdays and Sundays. The officers were officially permitted to attend dances until 2100 hours only, but in spite of Air Force patrols, one could stay until 2300 hours, which was the closing time. The enlisted personnel were not permitted to go to any restaurant or dancing place in town.

6. To my knowledge, there was one coeducational primary school and one technical high school (gimnazium mechaniczne). There was one small Catholic church and one Methodist chapel. I noticed that Sunday services were well attended by the civilian population and during May 1953 there were crowds at the May services held every evening. I do not know the attitude of the civilian population toward the Communist regime. I was acquainted with one family, and I was always told the news which they had heard by radio from the West. Malbork had no local newspaper. The daily paper, Dziennik Pomorski, edited in Gdynia, covered local events. Every officer was obliged to subscribe to Trybuna Ludu and Zolnierz Wolnosci. The enlisted men received the newspapers free of charge. As for foreign newspapers, only Russian publications were available. Pravda, Izvestia, Oganiok, an illustrated monthly, and Krokodyl, a humorous and satirical paper, were available at newsstands. The two last-named newspapers were the most widely read.

7. Malbork had no water communication facilities in spite of the fact that the Nogat had possibilities, either down to Elblag [5410N-1923E] or upstream to the Vistula. I did not see any boats or barges used for passenger traffic or the transport of goods.

8. The Nogat was 40 m. wide, and had buoys along the banks. There were three bridges across the river:

   a. A railroad bridge of steel construction about 100 m. long, for the Malbork-Tczew [5406N-1848E] line.

   b. A highway bridge of concrete, about 150 m. long and 6 m. wide. There were safety rails and walks for pedestrians on both sides of the bridge, which was on the Malbork-Tczew highway.

   c. A wooden footbridge, arched, about 50 m. long and 6 m. wide, connecting Malbork and Kaldowo [5403N-1901E].

9. As far as I can remember the next bridge over the Vistula River, south of Malbork, was in Grudziadz [5329N-1846E]. I did not hear anything about the reconstruction of a railroad bridge over the Vistula between Opalenie [5345N-1849E] and Kwidzyn [5344N-1855E].

10. Malbork had the following railroad communications:

   a. A single-track line to Sztum [5356N-1902E]

   b. A single-track line to Myslice [5355N-1931E]

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c. A double-track line to Tczew - Gdansk - Gdynia.

d. A double-track line to Elblag /5410N-1923E/ - Königsberg (USSR). The second track of this line was reconstructed and finished in April 1953.

e. A double-track line to Prabuty /5346N-1913E/ - Ilawa /5336N-1934E/ - Mlawa /5307N-2023E/ and Warsaw.

11. There was no passenger traffic on the highways. People traveled by train only. There were no city buses or long distance buses, in spite of the fact that the highways going out of Malbork were wide, of asphalt, and in good condition. I traveled only on the following roads by truck:

a. Malbork to Sztum /5356N-1902E/: about six meters wide and in good condition.

b. Malbork to Elblag: about six meters wide and in very good condition.

c. Malbork to Tczew: about eight meters wide and in very good condition.

12. There was very little traffic on the above-mentioned roads. Traffic in the town was negligible. The only mechanized vehicles were Air Force and Army trucks and a few cars assigned to division and regimental commanding officers, the county's National Council, Public Security (UB) Headquarters, the Citizens' Militia, the Cooperative, the Sugar Factory and the Hemp Producing Plant. One horse-drawn cab was available in summer and on Sundays only. I did not know anyone with a private car. On week days few farmers came to the town's market place in horse-drawn carts, and then mostly when they delivered grain or other farm products to the Farmers' District Cooperative.

13. The town had all the public utilities, i.e., water, electricity, gas, and sewage systems. I did not have an opportunity to see the installations or obtain detailed information about their functions. However, I was aware of the following facts concerning the public utilities:

a. Water: the supply was inadequate. Very often about 8:00 A.M. there was no water in the second floor bathroom. The public water supply was potable. There were hydrants on the streets.

b. Gas: the gas pressure was often very low in the morning and in the evening. Street illumination was provided by gas lamps.

c. Electricity: the use of electric current was restricted. No bulbs above 60 watts, no electric heaters or stoves, and no ironing in the evening were permitted. The current was 220 V., A.C. From time to time, the supply of electricity was turned off.

d. Sewage: the town had a sanitary sewage system in operation but I do not think that all houses were serviced. The ultimate disposal point for sewage was the Nogat River. I did not observe how or when garbage was collected. The streets were cleaned by the inhabitants of the town.

14. There was one hospital for the civilian population in the town. I do not know how many beds it contained. Army personnel were treated in the infirmary in the barracks or sent to a military hospital in Elblag. I have no information about local health and administration.

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I do not know who controlled the food or milk sold in milk bars, cafeterias, and cooperative shops or how controls were carried out. There were one state-owned pharmacy and one state-owned drug store in the town.

15. There were two post offices in town. The showing of an identity card was not necessary to send a telegram but on receiving parcels, it was obligatory. Many civilians had radios.

Enclosure:

A. Memory Sketch, with Legend, of the Town of Malbork

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